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CONFIDENTIAL CITE NPIC 8904.	P50-168
REF NPIC 8430, DTG 101209Z, SEPT 1966	45 140
INITIAL SCAN BY NPIC OF MISSION	25X1
1966 REVEALS THE FOLLOWING RAIL ACTIVITY IN THE VICINITY OF THE	7 25°40 X NSA-L0 DIA-AP
DESTROYED DONG PHONG THUONG RAILROAD AND HIGHWAY BRIDGE OVER TH	E
SONG LEN AT 1958N 10551E ON THE HA NOI/THANH HO	A Acres (25X1
RAIL LINE, NORTH VIETNAM:	1011 (124)
A. THE RAIL BY-PASS BRIDGE LOCATED AT UTM WH891091, EAST	OF NOTE OF
THE DESTROYED RAILROAD AND HIGHWAY BRIDGE, IS PRESENTLY UN-	9 Q \ 25X1

THE DESTROYED RAILROAD AND HIGHWAY BRIDGE, IS PRESENTLY UNSERVICEABLE. TWO SPANS HAVE BEEN REMOVED AND ARE LOCATED ON THE
NORTHERN APPROACH. ONE SPAN RESTS ON THE TRACK AND THE OTHER
RESTS ON A PROBABLE RAIL FLAT CAR. A BARRICADE LOG IS OBSERVED
ON THE SOUTHERN APPROACH. UNIDENTIFIED MATERIAL IS OBSERVED COVERING THE TRACK IN THE AREA ADJACENT TO THE BARRICADE GIVING

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THE APPEARANCE OF INTERDICTION. (BB)

- B. A COUNTERWEIGHTED RAILROAD CRANE IS LOCATED AT UTM WH890092 ON A SHORT RAIL SPUR EXTENDING FROM THE NORTHERN APPROACH OF THE BY-PASS BRIDGE. THE CRANE CONSISTS OF TWO RAILROAD FLAT CARS, ONE SUPPORTING THE STATIONARY BOOM AND WINCH MECHANISM, AND THE OTHER SERVING AS A COUNTERWEIGHT PLATFORM.
- C. THE LOCATION OF THE CRANE IN RELATION TO THE MISSING SPANS SUGGESTS THAT IT IS USED PERIODICALLY TO REMOVE AND REPLACE THESE SPANS THUS MAINTAINING THE DECEPTION OF UNSERVICEABILITY.

 ALTHOUGH DIFFERENT IN DESIGN, IT IS FUNCTIONALLY SIMILIAR TO THE CANTILEVER RAILROAD CRANE PREVIOUSLY REPORTED IN SEPT. 1966 (REF)

MAP REF: AMS SERIES L7014 SHEET 6148 I

USATC SERIES 200 SHEET 0617-04HL GP-1.

-END OF MESSAGE-

25X1